

CANAL North New River Canal		(FOR ACS USE)	
STATUS Drainage & Transportation-- Open		DATES OF CONSTRUCTION & CLOSURE 1906-1912-1913	
LOCATION (ENDPOINTS OF CANAL) Lake Okeechobee (So. Bay) - Fort Lauderdale, Fla.		Approx. LENGTH CANAL 61 SLACKWATER 0 TOTAL 61	
LIFT LOCKS	NBR. 4	22' X 110' X 20' X 90 (Obsolete) LOCK CHAMBER 25 X 130' X 20' X 80 (Obsolete)	AQUEDUCTS NBR. 0 SECTION SIZE 0
TUNNELS 0			
<p>DESCRIPTION: [Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.]</p> <p>Drainage primary, transportation from Lake Okeechobee and cross state travel via Moore Haven, Caloosahatchee Canals & River to Gulf of Mexico. This was the <u>first</u> main canal opened. Gov. Broward turned the first dipperful July 4, 1906. Heavy traffic started on the canal <u>immediately</u> at opening. Seminole Indians named this canal "Coontis Hatchee". They could be seen with their "dougout" canoes at times. Above locks listed in 1927-28 reports, two locks were given as <u>obsolete</u>, these I believe were both <u>temporary wood locks</u>. Spillways were at <u>some</u> locks. Most locks were of concrete, with lifts around 4-5 ft. more or less. Double decked passenger boats (Sternwheelers) 14-18 ft. beam, 70ft. or more. Barges etc. All were <u>steam driven</u> then, gasoline later. Steam dredges used for excavation. State built a lock at canal head in 1916 to control water flow into canal. Whether one of 4 locks a question? Width of canal? 80-90ft.?</p>			
<p>NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION: Control-Everglades Drainage Comm. Everglades Drainage District and Water Control. U.S. Dept. of Engineers. All property owners within the areas involved.</p>			
REPORTER'S NAME & ADDRESS: A. W. Gould-5558 Palm Beach Blvd. Fort Myers, Fla. 33905 (Lot 114)			DATE Jan. 1, 1974
<p>HISTORICAL SUMMARY: [Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.]</p> <p>Drainage of lands south of Lake Okeechobee to the southeast and tidewater. Prominent engineers listed were Mr. F. C. Elliot & J. O. Wright, there were however many others from time to time. By 1910, canal construction was turned over to private contractors. Formerly handled by the Commission under <u>State Control</u> but not by <u>State Money</u>. Sale of lands <u>reclaimed</u> were to pay the costs. Limestone strata rock formed a nearly level canal bed in all canals as far as we know. Black muck was dredged out and used for dikes where necessary. Nearly all homesteaders had a boat of some kind to use on the canal. Height of traffic at its <u>best</u> was from 1916-1921. This canal was all important in opening up the wilderness area of southeast Florida before the days of railroads.</p>			
<p>BIOGRAPHICAL SUMMARY: [Published works relating to Canal]</p> <p>Everglades Eng. Commission. Internal Improvement Fund, State of Florida 1913. Document #379. Everglades Drainage District, Biennial Report 1927-1928. F. C. Elliot Chief Drainage Engineer 44-111-5. Area maps by U.S. Engineers. Engineers Drainage District Reports May 1, 1944.</p>			
<p>UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES</p> <p>U. S. Department of Engineers Corps; Drawings & Maps. Books; Okeechobee; and Okeechobee-Boats & Skippers; Photos, Details etc. Fort Myers Public Library.</p>			
<p>NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:</p> <p>Federal Government assistance with <u>hazards</u> that occurred on this canal. Archeology situations where whirlpools were dangerous to boat traffic.</p>			
<p>RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549</p>			

USE ADDITIONAL SHEETS AS NECESSARY.

TO MAKE AN INDEX CARD SUITABLE FOR FILING, CUT ALONG THE HEAVY LINES AND FOLD BACK ALONG THE DOTTED LINE.